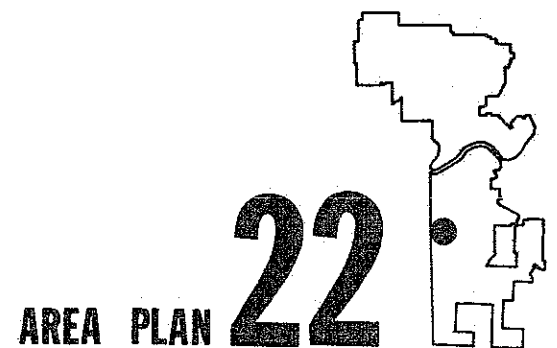


COUNTRY CLUB AREA PLAN



**APPROVED BY
CITY PLAN COMMISSION JULY 15, 1980
CITY COUNCIL AUGUST 28, 1980
KANSAS CITY, MISSOURI**

**PREPARED BY
CITY DEVELOPMENT DEPARTMENT**

OUTLINE OF THE COMPREHENSIVE PLAN
FOR
KANSAS CITY, MISSOURI

The comprehensive plan for Kansas City consists of four groups of reports identifying the requirements for giving order and purpose to the City's form and change. Ranging from broad values to specific programs, the reports are grouped according to four levels of consideration: City-wide Viewpoint, Strategies Plans, General Plans, and Project Plans.

Part I - Citywide Viewpoint

One report provides a statement of four related segments: factors and assumptions of population, economic, and development change within the city over the next twenty-five years; the elements of citywide development; alternative development concepts; and a plan of actions to be carried out over the next five years.

Part II - Strategy Plans

A series of reports provides statements of citywide needs and how these needs can be accomplished over the next one to twenty-five years within seven functional areas: housing, economic development, urban design, environment, new development, conservation and redevelopment, and development resources.

Part III - General Plans

Part III consists of two types of plans: function plans and area plans.

Section A - Function Plans

Each report in this section provides a citywide plan for one of these major urban functions: land use, fire and police facilities, parks and recreation, water and sewerage facilities, highway transportation, non-highway transportation, and natural resources, preservation and conservation.

Section B - Area Plans

The plans of this section discuss the full range of urban functions and proposed actions for each of forty-six areas covering the entire City. These reports are intended for wide public distribution.

Part IV - Project Plans

These reports, along with accompanying sketches, maps and drawings, provide physical development plans for smaller areas ranging in size from several specific blocks to a single parcel of land ownership. Project plans are prepared as a result of community interest, neighborhood concerns, rezoning or subdivision actions, major public improvements, land development by private developers, or conservation or rehabilitation activity.

46 PLANNING AREAS

CITY DEVELOPMENT DEPARTMENT

SEPT. 12, 1973

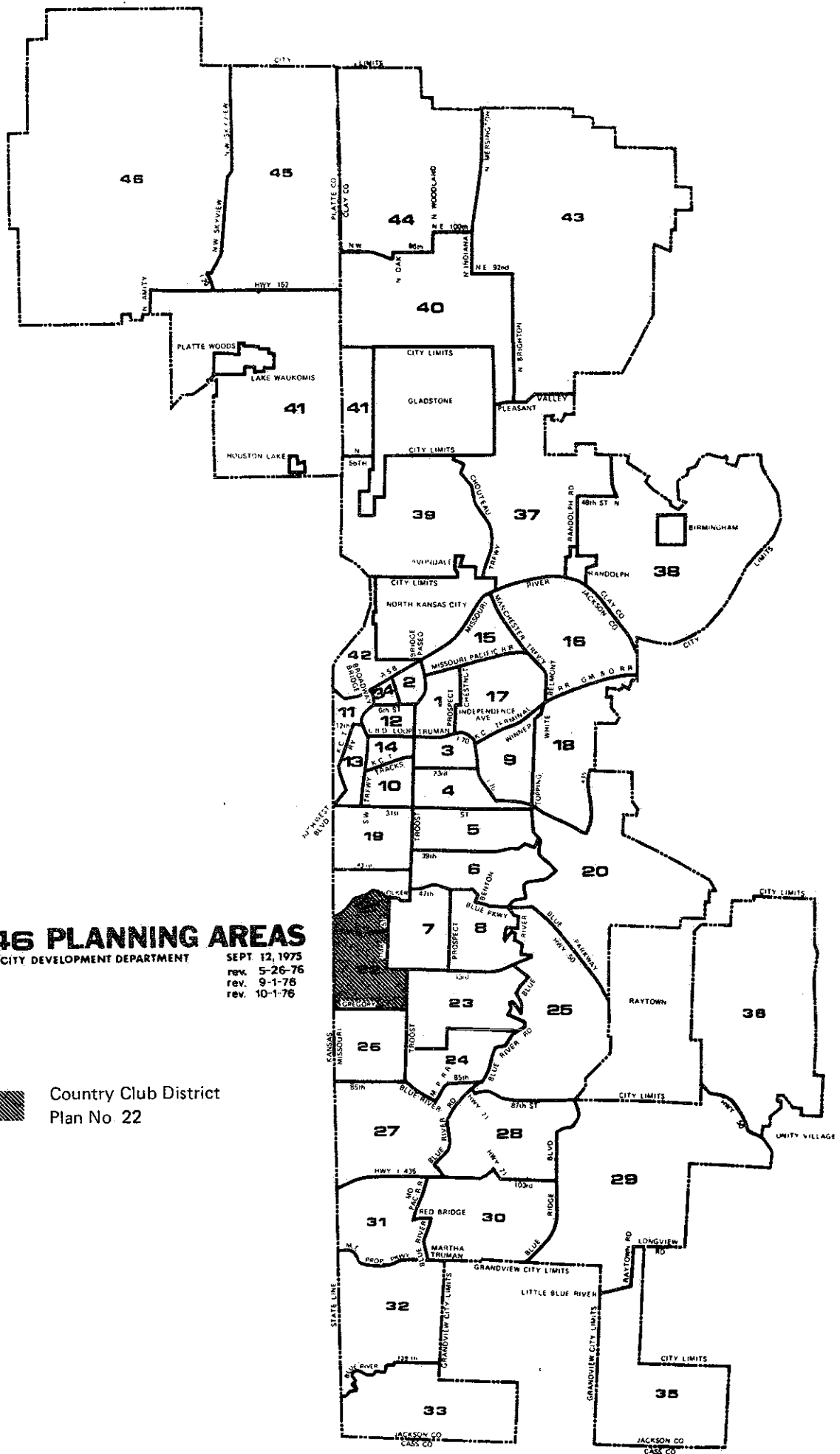
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rev. 10-1-76



Country Club District
Plan No. 22



COUNTRY CLUB AREA

CITY DEVELOPMENT DEPARTMENT
KANSAS CITY, MISSOURI 64106

September 1980

PREFACE

The Country Club Area Plan is No. 22 of 46 areas for which plans are being prepared by the City Development Department for the City of Kansas City, Missouri.

The Country Club Area, for purposes of this plan, is bounded on the north by Volker Boulevard and Ward Parkway, on the west by State Line, on the south by Gregory Boulevard, on the east by Troost Avenue from Gregory Boulevard to 63rd Street and by Oak Street from 63rd Street to Volker Boulevard. The Waldo Area Plan #26 is directly south of this area, East Meyer Boulevard Area Plan #23 and South Central Area Plan #7 are to the east and the Westport Planning Area is to the north.

During the area planning process, the staff of the City Development Department met with representatives of community organizations, homes associations and interested individuals to encourage resident participation in preparing the area plan. Also contacted for planning assistance were other departments in city government including Parks and Recreation Department, Transportation Department, Public Works Department and Community Services Department.

Recommendations in this plan may exceed the City's annual budget. Also, many public works improvements are provided on an assessment basis and therefore, priorities should be established

over a period of time to carry out the recommendations.

This report was prepared by Hubert Dumortier, Jr., a planner in the City Development Department. Assistance was given by other City departments and citizens in the area as mentioned earlier.

51866

A RESOLUTION

THIS RESOLUTION ADOPTED
EFFECTIVE IMMEDIATELY

APPROVING THE COUNTRY CLUB AREA PLAN AS A GUIDE FOR FUTURE DEVELOPMENT WITHIN THE COUNTRY CLUB AREA BEING THAT PART OF KANSAS CITY BOUNDED BY STATE LINE ON THE WEST, GREGORY BOULEVARD ON THE SOUTH, TROOST TO 63RD STREET ON THE EAST THENCE OAK STREET TO VOLKER ON THE EAST AND WARD PARKWAY ON THE NORTH.

WHEREAS, the City Development Department has conducted a study delineating the characteristics of the Country Club area; and

WHEREAS, as the result of said study, the City Development Department has proposed a framework for the orderly development within said area; and

WHEREAS, said framework provides a guide for future development and redevelopment of the area, for specific and general policies to guide future decisions and for identification of public and private needs throughout the community and possible solutions to those needs; and

WHEREAS, the City Development Department has incorporated its findings in the Country Club Area Plan; and

WHEREAS, legal notice of the hearing before the City Plan Commission was published on June 30, 1980, in conformity with state and local law; and

WHEREAS, the City Plan Commission did hold a public hearing on said plan on July 15, 1980; and

WHEREAS, the City Plan Commission did recommend approval of the Country Club Area Plan on July 15, 1980; and

WHEREAS, the City Plan Commission recommends that the City Council adopt a resolution approving the Country Club Area Plan as a guide for future development within the Country Club area, being that part of Kansas City bounded by State Line on the west, Gregory Boulevard on the south, Troost to 63rd Street on the east thence Oak Street to Volker on the east and Ward Parkway on the north; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the "Country Club Area Plan" as prepared by the City Development Department and adopted by the City Plan Commission on July 15, 1980, be and the same is hereby adopted by the Council as a guide for development of the area described in said plan. A copy of said plan is on file in the Office of the City Clerk under Document No. ~~51866~~ and is incorporated herein by reference.

Section 2. That the Council finds and declares that before taking any action on the proposed area plan, all public notices and hearings required by law have been given and had.

Form 2651 - Law
(01370)

Authenticated as Passed

RICHARD L. BERKLEY, Mayor

Clerk

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I. THE COUNTRY CLUB AREA FUNCTIONS
PRIMARILY AS A RESIDENTIAL AREA
WITH LOCAL COMMERCIAL AND INSTI-
TUTIONAL SUPPORT SERVICES

The area has developed as a high quality middle and upper income residential area and has maintained its reputation as a desirable residential part of Kansas City, Missouri. Development started in the early 1900's. With the exception of the area west of Ward Parkway and south of Meyer Boulevard, part of the area east of Oak Meyer Gardens and a few scattered vacant lots, the area was generally developed by 1940. Following World War II, the above mentioned sites were also developed.

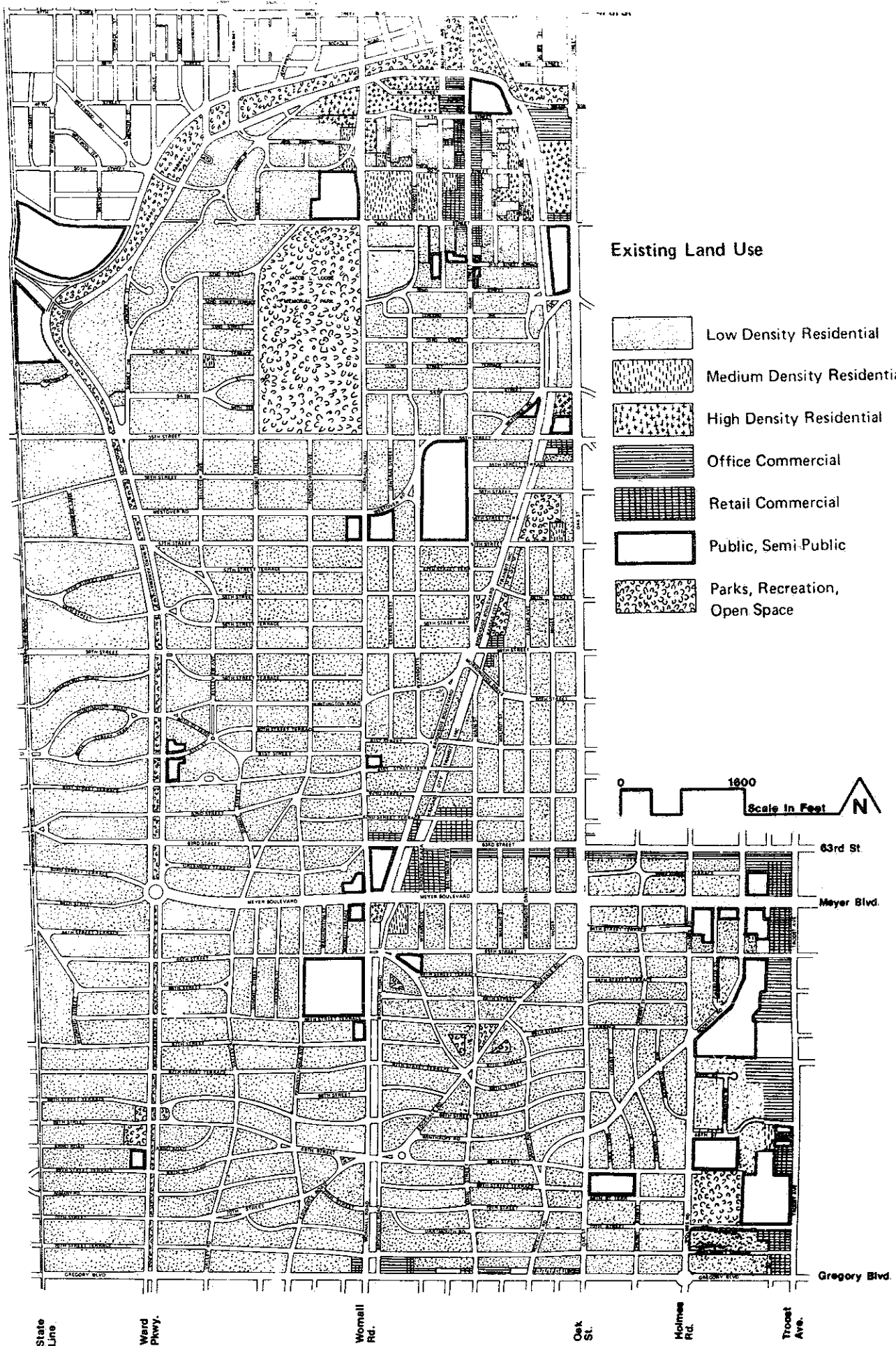
1. THE COUNTRY CLUB AREA IS CENTRALLY LOCATED AND SERVES AS A
PREDOMINANTLY MIDDLE AND UPPER INCOME RESIDENTIAL AREA

From its beginning, the Country Club District set the standard for Kansas City suburbs and became the prestige area of the city. Today, it is no longer the suburbs but is now centrally located and convenient to many areas of the city including the Central Business District. It continues to attract prominent residents and is still considered to be a desirable residential area. Most of the area is developed as single-family residences; however, the northern portion, bordering the Country Club Plaza, has been developed with medium and high-rise apartment buildings. This intense development provides a style of living preferred by many families and provides a buffer between the commercial activities of the Country Club Plaza and the single-family residential neighborhoods.

Although not physically located within the Country Club planning area, the Country Club Plaza exerts considerable influence upon the developments around it. The Plaza, as it is known, is considered to be the first suburban shopping center in the nation and remains popular in spite of, or possibly because of, its age. Its attractive and ageless architectural style plus the size, variety, number and types of shops as well as its layout and unified control have contributed to the popularity it has enjoyed for over half of a century.

As the Country Club district developed, several small neighborhood shopping areas were constructed to serve the residential development that surrounded them. These commercial areas are located along Brookside Boulevard at 55th, 59th, 63rd and Gregory Boulevard, also along Oak Street at 51st Street and at Gregory Boulevard. Sixty-third Street is presently zoned for commercial uses from Brookside Boulevard to Troost Avenue. Commercial zoning has permitted offices to develop along the south side of 63rd Street and a number of residential structures have been converted to office use. The north side of 63rd Street from Main Street to Oak Street has been protected from this commercial intrusion by deed restrictions even though the present zoning allows such use.

Strip commercial and several institutional uses have developed along Troost Avenue over the years: The Landing Shopping Center, which borders the area, office buildings, retail shops, service



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stations, and restaurants. Strip commercial also developed along Main Street from 49th Street south to the middle of 51st Street and Main.

- (1) Population Characteristics Indicate The Median Age Distribution Is Shifting Upward Due To An Aging Population Cohort In The Area As Well As Smaller Family Size.

The total population in the area reached a peak in the 1960's with approximately 25,000 residents. The 1970 Census indicated a decline to about 24,000. The present population estimate is about 22,000. The decline is primarily attributed to smaller family size caused by lower birth rates and the increasing number of one and two member households. Population 65 years and over has increased from 11.5 percent of the population in the planning area in 1950 to 18.5 percent in 1970. In 1970, the 65 years and over population percentage was over 50 percent higher than for the total city. This means that almost one out of five persons in the area is over 65 years of age. A recent survey by the Armour Hills Homes Association concluded that 20 percent of its residents had lived in the neighborhood over 25 years.

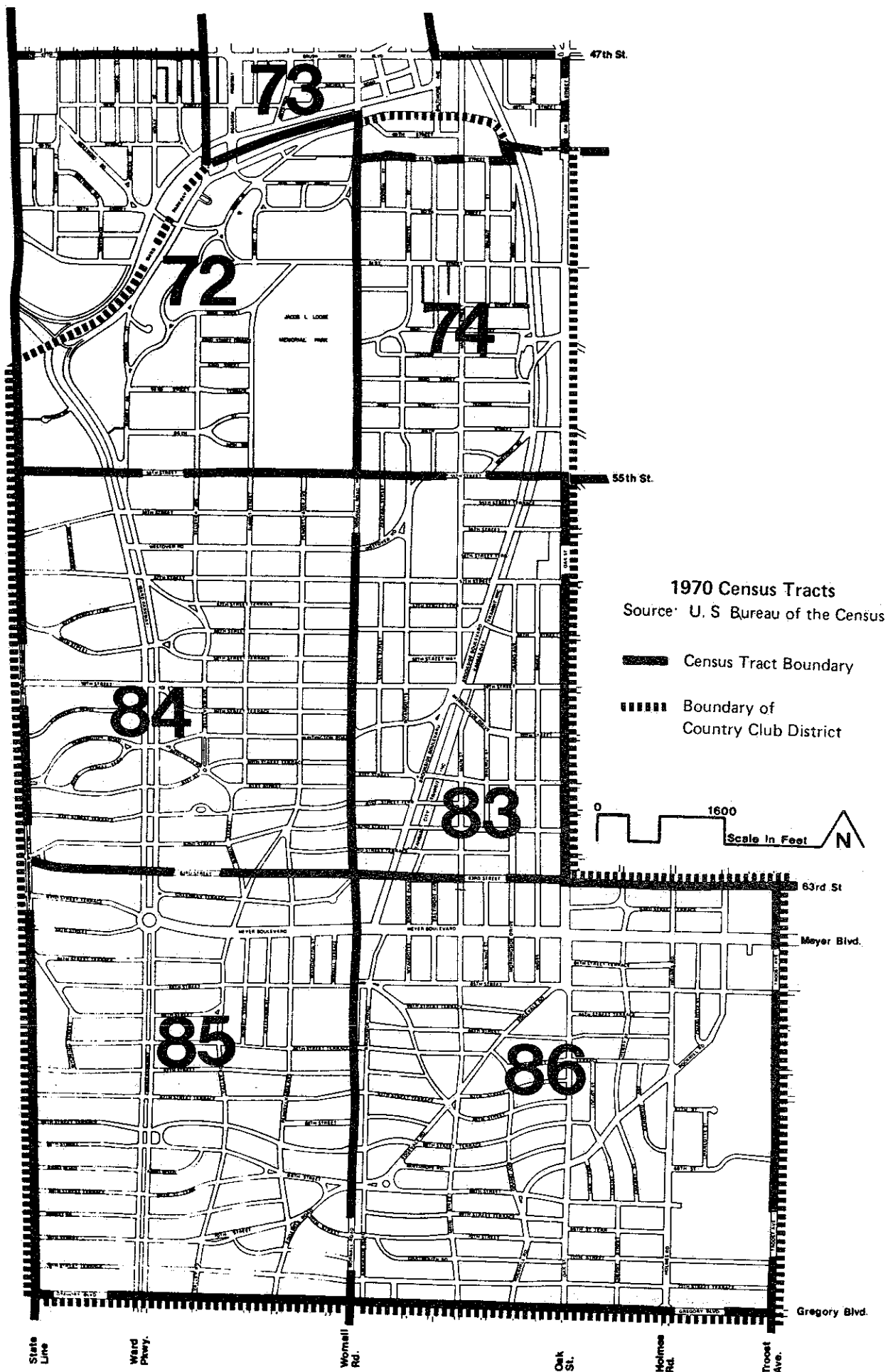
The fluctuation in age distribution is part of a variable 25 to 30 year cycle that occurs in most neighborhoods. At the beginning of the cycle, there are large numbers of young families with young school-age children. In the second phase of the cycle, the children grow up and leave for college

new careers, marry and establish families of their own. The third phase of the cycle represents older couples remaining until they move to smaller quarters, apartments or retirement communities. During the third phase, new young families migrate into the area and often are of a lower economic status as the older homes are generally less expensive than the newer built homes in suburban subdivisions. However, the latter phase does not seem to be following this trend in the Country Club area as the economic status of home buyers continues to be generally above average.

With the high percentage of older residents, it appears that there could well be a demand for elderly housing in the area. The area continues to be an attractive residential area and many older people continue to reside in big homes that are designed for families. By making smaller units available, such as high-rise or medium-rise apartments, these individuals and couples can still remain in the area yet have less maintenance problems for which they are responsible and lower utility costs. Of course, not all elderly people would avail themselves of apartment living but the choice would be provided.

- (2) The Country Club Area Is Rather Unique By Continuing To Attract Middle And Upper Income Families.

The planning area in general and the western part in particular has retained the quality of lifestyle that continues



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to attract middle and upper income level families. It is for this reason that the property maintenance and housing quality must be guarded by the homes associations and community organizations in the area.

In 1970, the median income in the planning area was approximately \$14,000 per household, with the western part of the area in census tracts #84 and #85 about \$23,000. The metropolitan area had a median family income of \$10,568. Estimates prepared in 1976 indicate the median family income of the planning area to be approximately \$22,000, the western part of the area over \$30,000, and the metropolitan area \$18,000. The estimates show that the Country Club area is still well above the median for the metropolitan area as a whole.

Through discussion with real estate sales personnel and area residents, there are indications that in the last several years there has been an increase of young middle income families moving into the area. This is a healthy sign for the community and indicates continued confidence in the future of the area. With the continued rising construction costs, increasing energy scarcity and cost plus longer commuter distances to new residential areas in the suburbs, the Country Club area should continue to be a desirable residential community.

2. SEVERAL INSTITUTIONS IN AND NEAR THE PLANNING AREA HAVE
A SIGNIFICANT IMPACT ON CERTAIN NEIGHBORHOODS

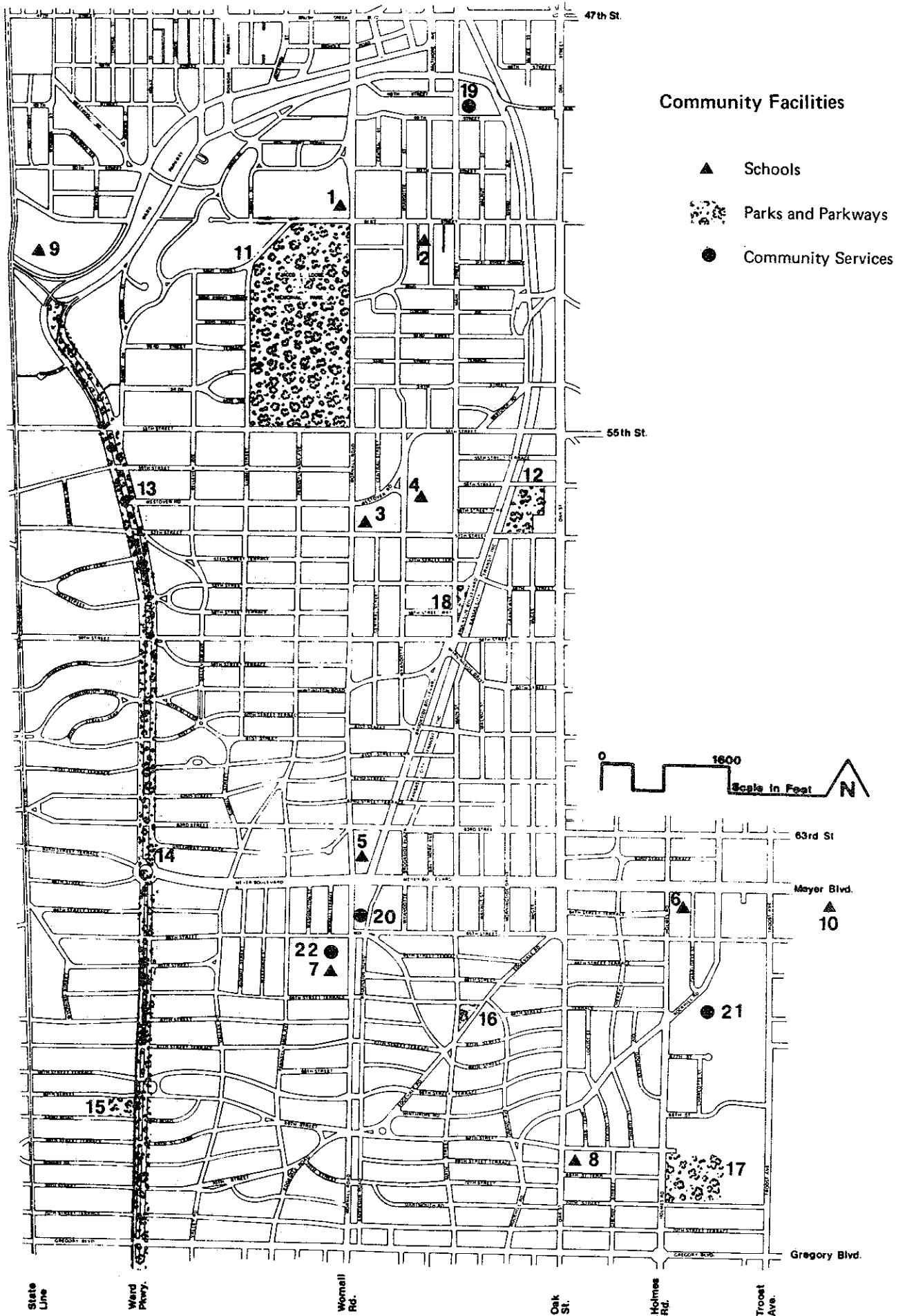
The Country Club area adjoins the University of Missouri at Kansas City campus and Rockhurst College is within a few blocks of the area. Also, the Cleveland Chiropractic College is within the area. These institutions of higher learning attract many students whose homes are not within commuting distance and must room and board close to school. Also, because of the thousands of students commuting to these schools, this adds to the traffic and parking load on the surrounding streets. Other educational facilities include William Cullen Bryant and Border Star public elementary schools, Sunset Hill School, Pembroke Country Day School, which is contiguous to the area, St. Peter's and Visitation parochial schools, Southwest High School and St. Teresa's Academy. The J.C. Nichols School has been closed by the School Board due to declining enrollments in the district. Several schools located outside the geographic area though serving students in the area are H.H. Cook elementary school, St. Elizabeth's parochial school, Bingham Junior High School and Bishop Hogan High School.

The Baptist Hospital is on the eastern edge of the planning area and provides vital emergency service as well as general hospital services to the area. Other hospitals close to the area are Menorah Hospital, St. Luke's Hospital and Research Hospital. For recreational and certain social needs, the Young Men's Christian Association-Southtown Branch is located at 64th and Wornall Road.

3. PARKS AND PARKWAYS PROVIDE AN AESTHETIC AND OPEN FEELING TO THE RESIDENTIAL NEIGHBORHOODS BUT MOST PROVIDE MINIMAL SPACE FOR ACTIVE RECREATION

One of the most popular parks in Kansas City is Loose Park with its wide range of facilities, uses and activities such as tennis, jogging and concerts. It is also one of the most visually pleasing parks in the city with its lake, landscaping, rolling hills, rose gardens and picnic areas. Ward Parkway and Brookside Boulevard provide attractive roadways that bisect the area. Several small parks serve individual neighborhoods: Brookside Park at 56th and Brookside, Arno Park at 69th and Ward Parkway, Arbor Villa Park at 66th and Main Street, 69th and Holmes Park and the island at 59th and Main. Tennis courts are located at 63rd and Brookside.

Much of the open space in the above listed parks contribute to the overall beauty and sylvan nature of the area but, with the obvious exception of Loose Park and to some extent Brookside Park and Holmes Park, most of these parks are not amenable to active recreational use such as team sports, jogging and bicycling. The Parks and Recreation Department, in its 1973 report "A Plan for Parks, Playgrounds, Boulevards, Parkways and Open Space for Kansas City, Missouri," has noted that the area needs more playground space and facilities but there is no space presently available. It has been noted by several residents that in areas providing playground equipment for small children there are no benches or tables for use of adults accompanying the small



Country Club District

COMMUNITY FACILITIES

Elementary And High Schools

1. Sunset Hill School
2. Visitation School
3. W.C. Bryant School
4. St. Teresa's Academy
5. Border Star School
6. St. Peter's School
7. Southwest High School
8. J.C. Nichols School
9. Pembroke Country Day School
10. Bishop Hogan High School

Parks And Parkways

11. Loose Park
12. Brookside Park
13. Ward Parkway
14. Meyer Circle and Fountain
15. Arno Park
16. Arbor Villa Park
17. Holmes Park
18. 59th and Main

Community Services

19. Public Library - Plaza Branch
20. Young Men's Christian Association
Southtown Branch
21. Baptist Memorial Hospital
22. Public Library - Southwest Branch

children while supervising their play activities.

4. THE TRANSPORTATION ALTERNATIVES IN THE AREA ARE ADEQUATE BUT CERTAIN PROBLEMS PERSIST THAT REQUIRE SOLUTIONS

The Major Street Plan (1971) for the City of Kansas City, Missouri shows no major changes in the pattern of streets or traffic movements in the area. However, several intersections and streets in the area could benefit from some improvement in the handling of traffic flow (see Part IV of this report).

There is a hierarchy of street classifications and uses. Freeways are generally the highest type of road facility built with restricted access, grade separation of all crossing roads, etc. They generally have the primary function of channeling long distance traffic. Parkways have a dual function: aesthetics and traffic movement. Many parkways are divided and have attractively landscaped median strips. Primarily they are not designed to serve local traffic. Expressways are a high order arterial with a desired minimum right-of-way width of 120 feet and provides traffic movement between concentrated major activity areas. Access to abutting property is a secondary role with service to traffic and assuring its mobility the primary function of the road.

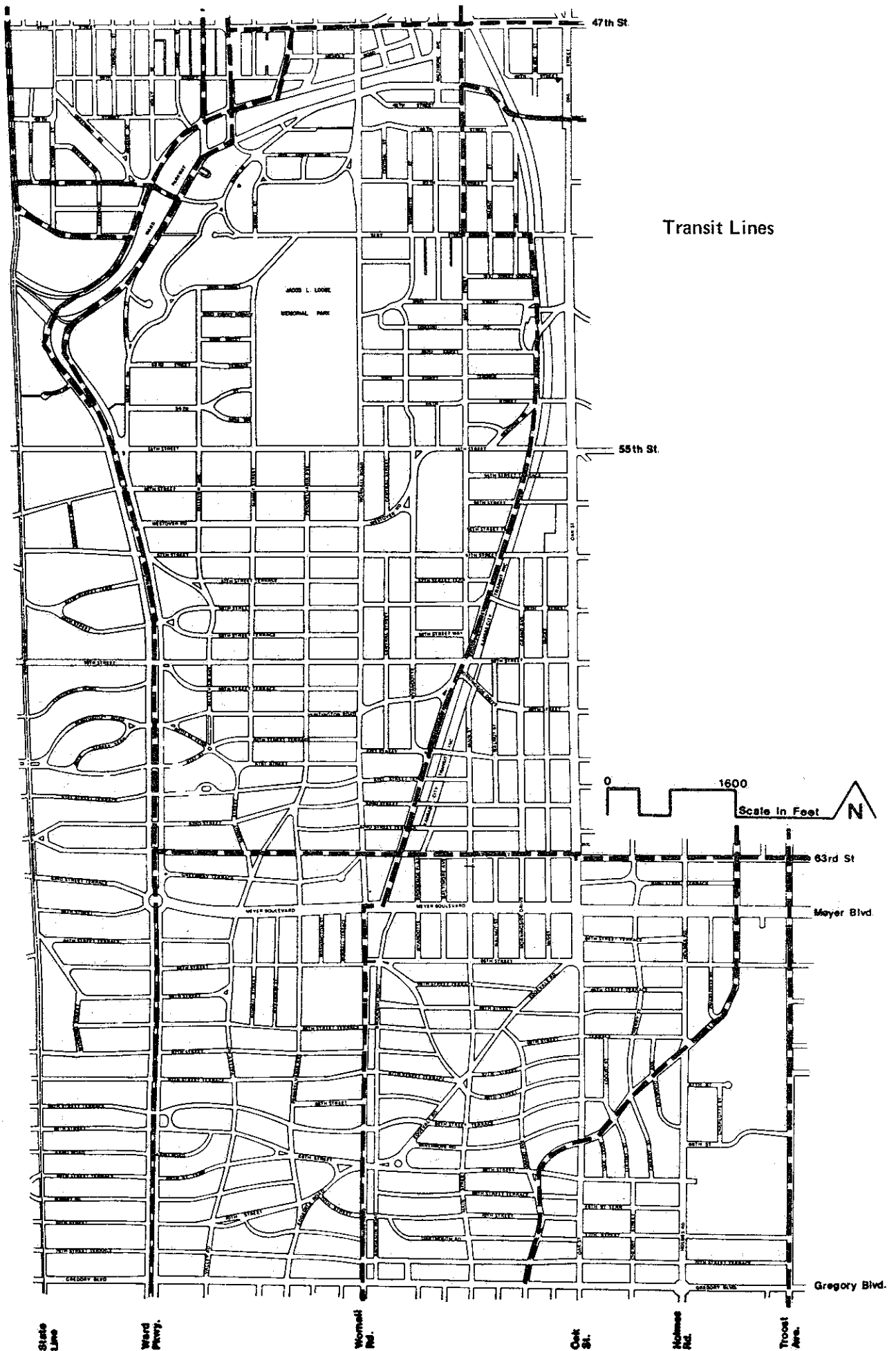
Primary arterials ensure traffic mobility yet affords access to abutting properties. Secondary arterials are the next lower category and provide access for one or more neighborhoods to

various activity centers. These arterials preferably do not cut through residential neighborhoods but act as boundaries to them.

Collector streets "collect" local traffic from a development unit or neighborhood and channel it to the next higher order road such as an arterial or expressway. Streets such as Oak Street between 47th Street and Gregory Boulevard, Main Street between the south drive of Ward Parkway and Gregory Boulevard, 51st Street between Wornall Road and Oak Street, and 59th Street between State Line Road and Oak Street serve as collector streets.

Public bus service is available to the Central Business District, the Plaza and the midtown employment areas via Ward Parkway, Brookside Boulevard and Wornall Road. Troost Avenue has frequent bus service to the Central Business District. Connector service to the major north and south routes is provided by the 63rd Street bus line which runs east and west and also connects with The Landing Shopping Center at 63rd and Troost. Park and ride lots are provided by the Area Transportation Authority at Gregory Boulevard and Wornall Road and at Meyer Boulevard and Brookside Boulevard. These lots allow individuals to park their cars in designated areas and transfer to public transportation.

The Mid-America Regional Council, in its "Long Range Transit Plan," suggests that the Country Club right-of-way along Brookside Boulevard and Wornall Road be used for some type of rapid transit system if and when the population densities of the city and transit



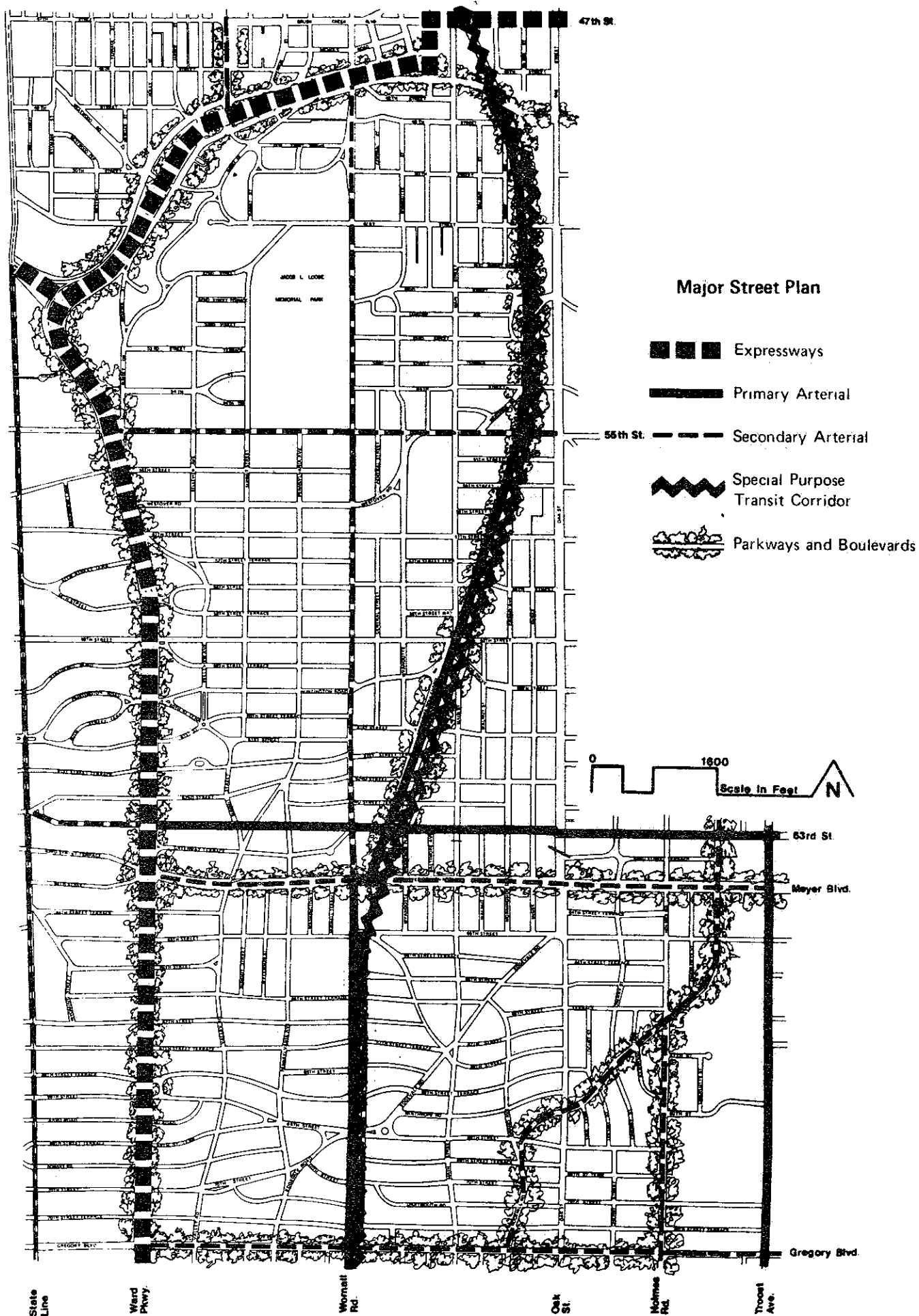
Country Club District

TRANSIT ROUTES	AVERAGE HEADWAYS-MINUTES			HOURS OF SERVICE	
	7-9 AM	9 AM-4 PM	4-6 PM	First Bus	Last Bus
25-Troost	7	10	8	5:00 AM	12:06 AM
23-Belton	25	H/A	25	6:12 AM	5:53 PM
5-Broadway-Ward Pkwy w/companion route	10	30	15	5:35 AM	12:05 AM
47-Roanoke	23	30	21	5:03 AM	12:04 AM
63-63rd Street	20	20	20	6:08 AM	6:18 PM
56-Country Club & South Oak	6	10	6	4:24 AM	12:02 AM
55-Rockhill	30	30	30	6:10 AM	6:23 PM

ridership warrant such a capital expenditure. There are strong feelings both for and against the use of the right-of-way for such a transit purpose. One alternative that seems to take a middle ground is the idea of using the right-of-way for a light rail transit system (streetcars) similar to the system that originally used the right-of-way. This type of use would not require the exorbitant expenditures that a sophisticated rapid transit system would require, it would be less disruptive to the area and it would require minimal space as well as allowing other uses in the right-of-way such as jogging paths and bicycle paths.

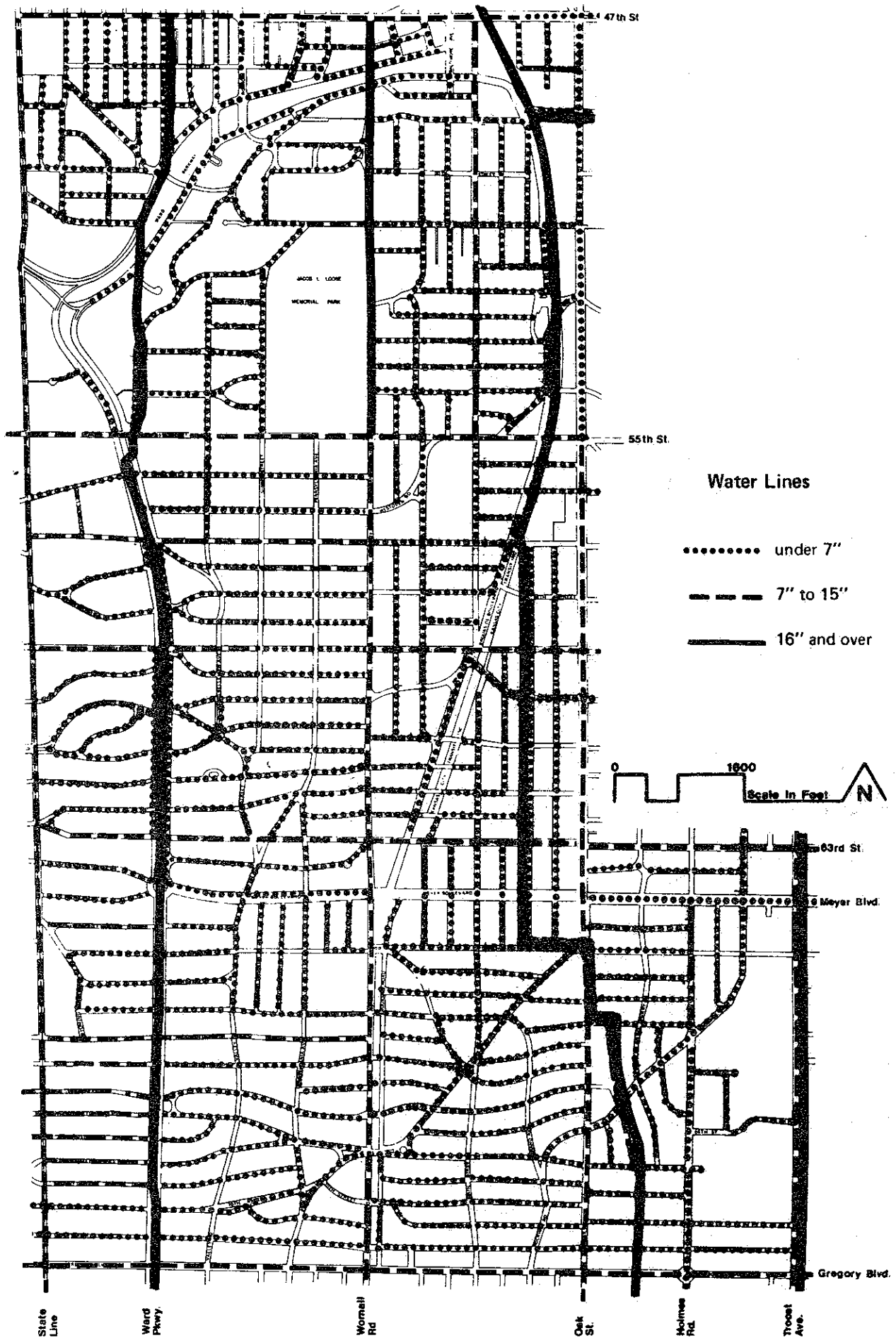
5. THE AREA SERVES AS A NORTH-SOUTH TRAFFIC CORRIDOR FOR DAILY TRIPS BETWEEN OTHER RESIDENTIAL AREAS SOUTH OF COUNTRY CLUB AND THE CENTRAL BUSINESS DISTRICT

Main Street is a continuous north/south street and is recognized as important north of Ward Parkway. Nevertheless, there is nothing physically to require motorists to move to an alternative routing south of Ward Parkway and many motorists continue to use Main Street between Ward Parkway and 59th Street where they can rather conveniently join Brookside Boulevard for continued north/south movement. This has been a matter of considerable concern by the people in the Country Side Homes Association area. Broadway feeds J.C. Nichols Boulevard and becomes Baltimore in the Plaza Area and dies at Ward Parkway forcing a shift by motorists to other north/south streets for continued travel. In a similar manner, Southwest Trafficway becomes the pair of Belleview-Madison Streets between 43rd Street and Ward Parkway and requires a jog

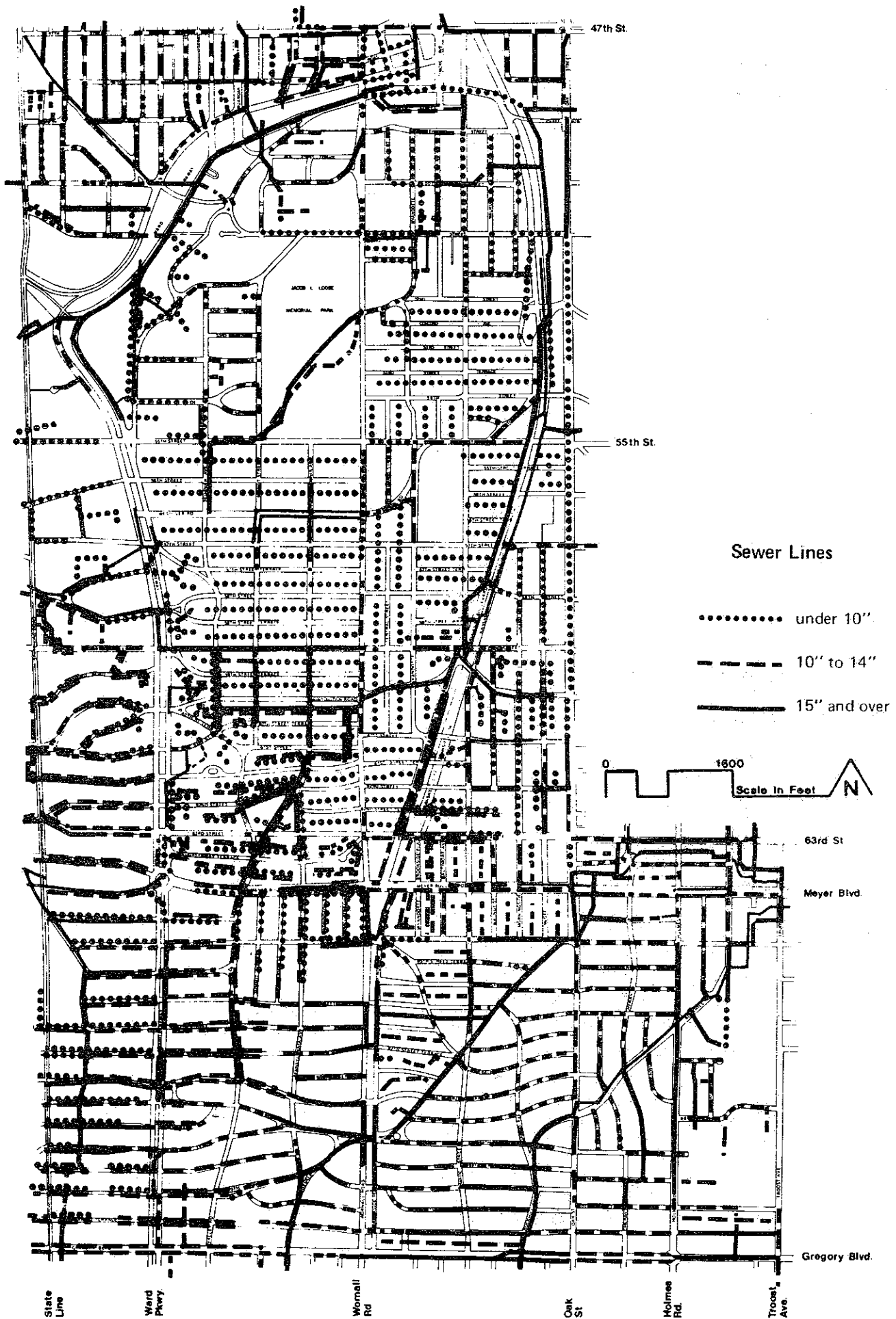


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in its north/south alignment to continue movement through the area. Wornall Road is an important north/south facility south of the Plaza but has no continuity north of the Plaza. Thus, motorists moving in a north/south direction are forced to adjust their travel paths in this area of the northern portion of the Country Club Area. This is not to suggest that any of the existing patterns are desirable and, therefore, should be perpetuated, but merely to explain why some travel appears on streets as it does.



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II. THE AREA WILL CONTINUE TO FUNCTION
AS A PREDOMINANTLY RESIDENTIAL AREA
FOR FAMILIES OF MIDDLE AND UPPER
INCOMES

1. THE BASIC MIDDLE AND UPPER INCOME RESIDENTIAL CHARACTER
OF THE AREA WILL REMAIN

The quality of the area has remained high through the decades and the market value of the homes have remained stable if not increased over the years. Basic support systems such as utilities, sewers, streets and schools are adequate for the area. One of the major factors contributing to the viability of the area is the role played by active homes associations in maintaining quality standards. A few problems do exist however and these will be addressed in Section IV.

2. THE AREA SOUTH OF THE PLAZA WILL CONTINUE TO RETAIN ITS
HIGH DENSITY RESIDENTIAL CHARACTER WITH MEDIUM DENSITY
DWELLINGS FORMING A GRADUAL CONNECTION WITH THE SINGLE-
FAMILY AREAS

There has been interest expressed in additional medium density residential development adjacent to the Country Club Plaza. With this continued demand, the area south of 49th Street to 51st Street and between Wornall Road and Baltimore appears to be suited for medium density residential development. Medium density development is encouraged adjacent to existing high density development as it allows a blending of residential uses. This is an area that is completely surrounded by high and medium density residential uses and any future development in this area should be in keeping with the

density and general residential character of the surrounding area.

3. NEIGHBORHOOD SHOPPING FACILITIES CONTINUE TO BE MAINTAINED
AND SUPPORTED IN THE AREA

Many neighborhood shopping areas in Kansas City have declined and have eventually been closed and razed. This is not true of the Country Club area which continues to support the neighborhood level shopping area at 63rd and Brookside and the smaller ones at 55th and Brookside, 59th and Brookside, and Gregory Boulevard between Wornall and Oak. These shopping areas continue to serve the local clientele as well as people who have moved away from the area but continue to return for many of their needs.

III. GENERAL GUIDELINES AND POLICIES SHOULD DIRECT FUTURE ACTIONS

1. THE "PARK-LIKE" SETTING OF THE AREA SHOULD BE MAINTAINED AND PRESERVED

Active homes associations in most of the area have been doing a good job of maintaining the streetscape and small area parks with the planting of street trees and shrubs as well as general maintenance. The continued activity of these homes associations is important to the aesthetics and general pride in the area. It is at the local homes associations level that continued vigilance can be maintained on the general maintenance and care of the neighborhood homes. The homes associations also allow general citizen participation and sense of belonging that is essential for a residential neighborhood. As in the case of the small area parks maintained in many of these homes association areas, it gives a group purpose for all to assist and enjoy the open spaces and plantings that are provided by and for the neighborhood.

2. STRICT CODE ENFORCEMENT WILL ASSURE PROPER MAINTENANCE OF THE HOUSING STOCK IN THIS AREA

Most of the housing in this area is forty to seventy years old and requires continued maintenance in order to keep it in quality condition. When painting, glazing, tuck-pointing, replacement of deteriorated wood, lawn care and general maintenance is deferred, it is not long before the house itself becomes more expensive to repair and maintain and it also has spillover effects upon neighboring

properties. If several properties are neglected, it soon creates problems for the neighborhood as a whole. For this reason, it is necessary that local efforts be maintained in seeing that required maintenance and care is properly followed and that homes associations and neighborhood organizations take an active role in code enforcement programs in cooperation with the City.

3. LOCATION OF HIGH DENSITY RESIDENTIAL DEVELOPMENT SHOULD BE ADJACENT TO EXISTING SIMILAR DEVELOPMENT AND PUBLIC FACILITIES

Decreasing family size has reduced the portion of adults lives in which child-related amenities must be considered. The greater number of singles, caused by deferring or postponing marriage, divorce, and increase in median age of population, creates a greater supply of people who do not have the time or inclination to manage a single-family home with a large yard. The demand for quality high density residential units is, therefore, increasing and the desire for this type of housing must be met. Vacancy rates in the area of the Plaza are very low and reflect a growing demand for apartment living. High and medium density units should be clustered, preferably in areas adjacent to mass transit, commercial facilities and traffic arteries; at the same time, they must respect the integrity of existing single-family residential neighborhoods.

4. INTRUSIONS UPON THE RESIDENTIAL SETTING OF THE AREA SHOULD BE MINIMIZED

Through traffic should be discouraged on narrow residential streets by traffic control, improved routing, or by installation

of cul-de-sacs where necessary. The Transportation Department of the City is available to work with neighborhood groups and others in attempting to solve problems of heavy traffic movements through residential areas if there are alternative ways available to handle traffic volumes. The zoning ordinance should be strictly enforced and no regional commercial or entertainment use should be allowed in the area outside of the C3a2 area along Troost Avenue. All new commercial or office uses must be required to provide adequate parking for its own use so that the contiguous residential streets are not used as parking lots.

5. LANDMARKS AND OTHER HISTORIC SITES SHOULD BE RESEARCHED, IDENTIFIED, RESTORED, IF NECESSARY, AND PROTECTED

The Country Club area is rich in local history and was an area in which many of the early residents of Kansas City and Westport maintained farms in the 1800's. The most notable event that occurred in the area was the Battle of Westport during the Civil War. The John Wornall House at 61st Street Terrace and Wornall Road was used during this conflict and is listed on the National Register of Historic Places. Three other residences in the area are also listed: The Bernard Corrigan residence at 1200 West 55th Street, the Seth E. Ward Homestead at 1032 West 55th Street, and the Walter E. Bixby residence at 6505 State Line.

Almost 150 residences, schools, commercial buildings and monuments in the Country Club area are on the Kansas City Landmarks Commission Inventory. This inventory is a listing of sites

that the staff of the Landmarks Commission have considered researching for possible inclusion in the Kansas City Register. Not all of these will be included in the Register but they are places that, because of architecture, history or other significant reasons, are being considered for such honor. Area residents, interested in preserving various landmarks for posterity, should work in conjunction with the Landmarks Commission and Historic Kansas City Foundation to identify and preserve these sites. The 63rd and Brookside Police and Fire Station building should be one of the structures to be preserved.

Though many older cities have curvilinear streets that initially followed creek beds and animal paths, it has been said that the Country Club area was one of the first in the United States to have a regular designed subdivision platted with curved streets. A number of residential blocks within the area have internal common areas behind the houses. These are, in effect, small private parks or play areas that are maintained by the residents of the block. Such innovative ideas of design should be recognized historically and preserved.

IV. A NUMBER OF ACTIONS ARE NEEDED TO
IMPROVE THE AREA, PROTECT THE QUAL-
ITY OF THE AREA AND ALLEVIATE CER-
TAIN PROBLEMS

Recommended actions in this plan are addressed to both the public and private sector. Public improvements called for in this plan are not at present budgeted by the City Council but are included as a guide for future public and capital improvement expenditures.

1. CODE ENFORCEMENT IS CRITICAL IN A RESIDENTIAL AREA LIKE
COUNTRY CLUB

The homes associations and community organizations should continue their vigilance on deterioration and clutter in their respective neighborhoods. Obvious violations of building and health codes should be reported to the proper city departments or the City Hall Action Center for enforcement. Periodically (i.e., every five years) these neighborhood organizations should apply to the city for a Neighborhood Property Conservation Program (NPCP). The various NPCP activities are initiated through the City Development Department, Citywide Planning Division, at the request of neighborhood organizations.

The levels of inspection are applied on the basis of neighborhood characteristics such as general housing conditions, median housing value, median income and other socio-economic variables. The Country Club area would mainly fit the criteria for numbers (2) and (3) which follow. Possible actions are: NPCP interior/exterior inspections; limited financial assistance for hardship cases; home repair assistance through a Volunteer Assistance Program and; provide

elderly assistance.

NPCP or code enforcement programs are of three basic types:

(1) Grounds Inspection.

Reporting of trash, junk cars and other debris and the requirement of the owner to clean-up the area.

(2) Exterior Inspection.

Grounds or yard plus exterior of the building are inspected for structural repairs, painting, replacement of broken windows, screens and other maintenance problems.

(3) Interior/Exterior Inspection.

Grounds and exterior plus interior inspection including such things as structural problems, wiring and plumbing.

2. REPLACEMENT AND REPAIR OF PUBLIC IMPROVEMENTS SHOULD BE PROVIDED THROUGHOUT THE AREA INCLUDING CURBS, GUTTERS, STREET REPAVING, AND SIDEWALKS

(1) Due To The Age Of Most Of The Public Improvements, There Is Considerable Deterioration Throughout The Area Such As Uneven And Broken Sidewalks, Curbs And Gutters.

Due to various street resurfacing programs over the years, many of the gutters have been filled with resurfacing materials. In some instances, especially along parts of Wornall Road and Ward Parkway, there are basically no curbing

left. Most of the curbs and gutters in the residential area are of the rolled-back curbing type which allows automobiles to easily drive up on the grass areas bordering the streets. These should eventually be replaced by vertical style curbing.

(2) The Popular Activities At Loose Park Present A Serious Traffic Problem To Residents In The Area.

Provision of additional off-street parking in the park would do much to eliminate the use of adjacent residential streets as parking space for Loose Park generated activities.

(3) Brookside Boulevard North Of 56th Street Has Drainage Problems During Heavy Rains.

This is due to the heavy run-off from the east and west into the drainage area of Brookside which is built along an old stream bed. Two sewers are side by side along Brookside, both of them are 7½ feet by 8 feet. The two sewers combined have sufficient carrying capacity but lack sufficient sewer inlets into the system. Also, during the flood of the Fall of 1977, Brush Creek was flooded to such an extent that the water in the sewer could not empty into Brush Creek. With the improvements that are being planned for Brush Creek, this problem should be alleviated. New sewer inlets were budgeted in the last capital improvement bond program but the bond program was not approved by the voters. These inlets will again be included in future bond programs.

3. TWO SUGGESTED STREET ALIGNMENT CHANGES WOULD IMPROVE TRAF-
FIC FLOW AND PROTECT THE RESIDENTIAL INTEGRITY OF THE
NEIGHBORHOODS

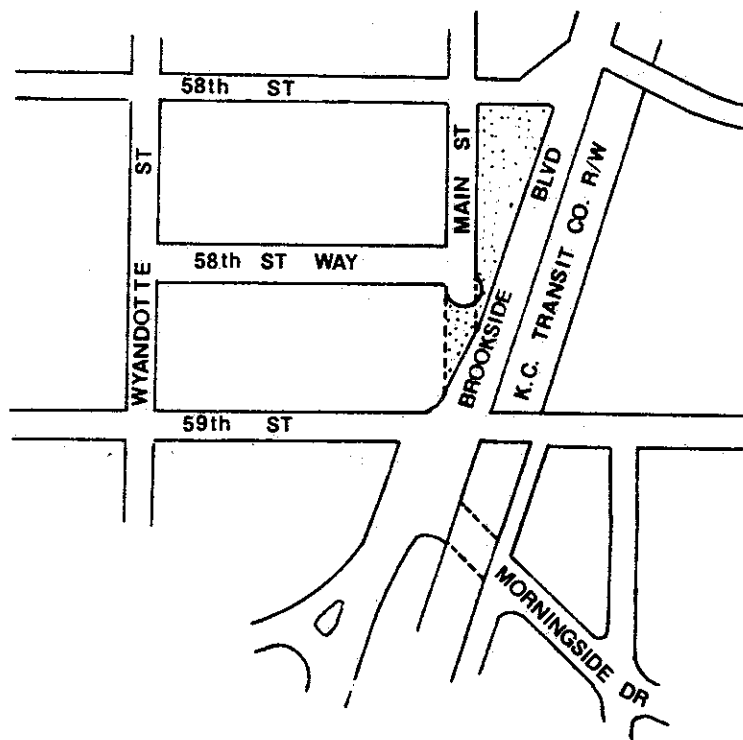
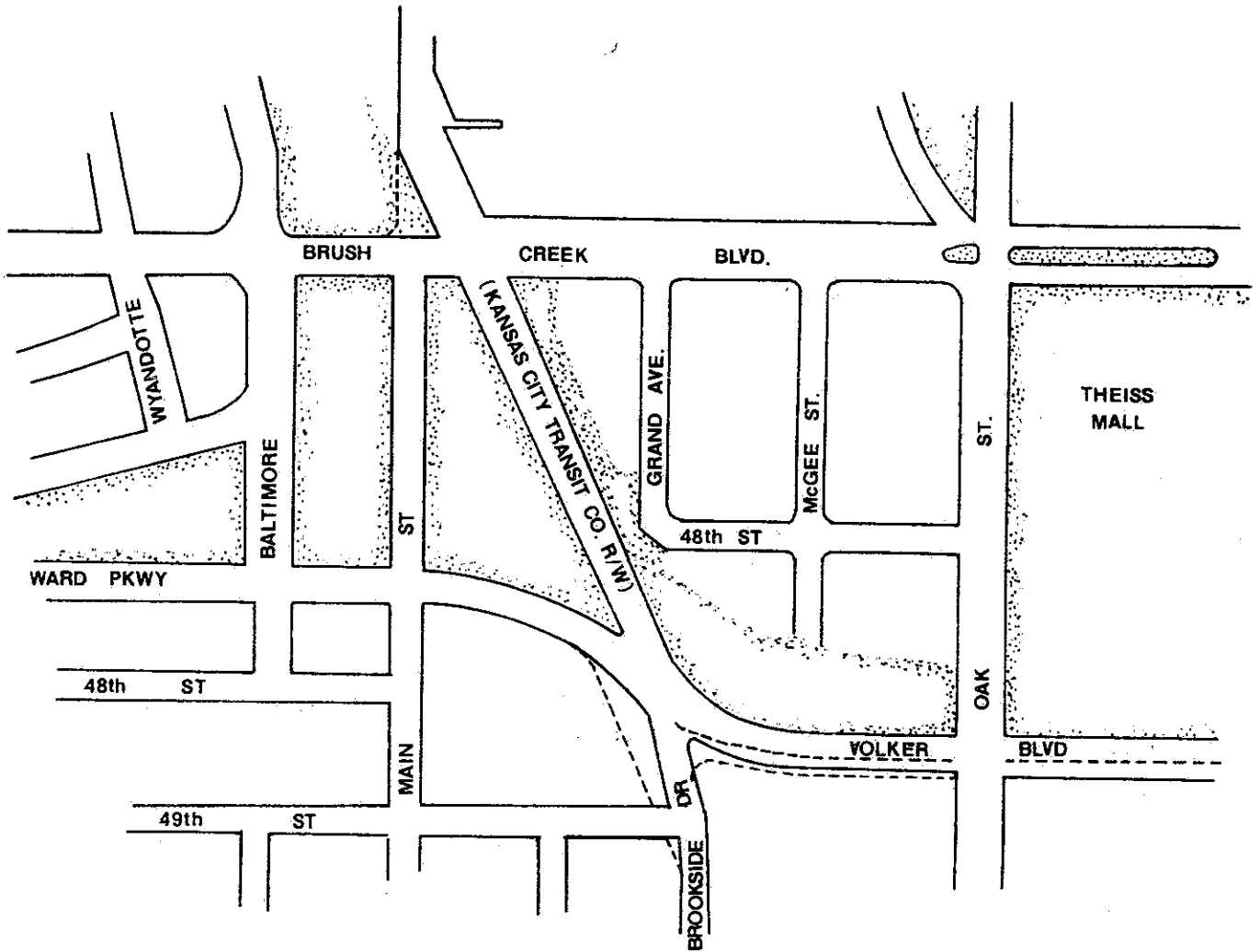
(1) The Intersection At 59th And Brookside Is A
Difficult Situation Because Of The Multi-
Street Intersection.

There are long waiting periods between the green lights at 59th and Brookside. In addition, Main Street is used as an arterial traffic route even though it is narrow and lined with residential uses from 52nd Street to 59th Street. Traffic using this street should be channeled to Brookside Boulevard. Main Street then would be a collector route to serve the residential area that it was designed to serve. Both of these situations could be corrected by closing off Main Street where it intersects with Brookside Boulevard and closing off Morningside Drive at its juncture with Brookside Boulevard. At the same time, Brookside should be extended northwesterly from Volker Boulevard across Brush Creek to intersect with Main and 47th Street. If the latter extension is not done, it would create a worse situation at Main and Ward Parkway with large volumes of traffic trying to negotiate turns at that location.

(2) Fifty-Ninth And Oak Has An Off-Set That Causes
Considerable Problems And Accidents.

Plans should be made to eventually straighten or improve this intersection to allow safer traffic flow.

SUGGESTED INTERSECTION REVISIONS



4. THE BUSINESS AREA OF 63RD AND BROOKSIDE NEEDS IMPROVED
PARKING FACILITIES PLUS IMPROVEMENT OF SOME OF THE
BUILDINGS

Much of the parking in the 63rd and Brookside business area is unplanned. Basically, it is open space that has been converted to parking use. Some of the parking is also poorly located in relationship to the stores, shops and offices that it serves. The shopping area was developed at a major transfer point of the old transportation system and also originally had considerable walk-in trade. Over the decades, we have become an automobile-oriented society and comparatively few shoppers do not drive to the area. The need is one of quality rather than quantity.

Although many of the buildings in the shopping area have been well maintained, there are a number of buildings that could use considerable improvement and maintenance. The merchants and business people in the 63rd and Brookside area could contribute substantially to a self-help program by forming a Local Development Corporation (LDC). This LDC could provide assistance to local businesses in obtaining financial assistance to expand and improve present parking and business facilities and also to encourage new businesses to come into the area. The Small Business Administration could guarantee loans and also provide second mortgages. These loans could be amortized over a period of up to 25 years. Several of these LDC's are now operating in the older parts of the City. The 63rd and Brookside business area is a type of area that could benefit from such a venture.

5. THE NORTH SIDE OF 63RD STREET BETWEEN MAIN STREET AND OAK STREET SHOULD BE REZONED FROM C2 TO R1B

The north side of 63rd Street should be rezoned to conform to the deed restrictions on the property. The conflicts between the zoning on the property and the restrictions, which run until 1996, have created confusion for potential purchasers and owners of the property. By changing the commercial zoning to conform with present residential use and restrictions, it would be clear to purchasers and owners of parcels along 63rd Street what the limitations are for use of these parcels.

The rezoning would also restrict the proliferation of strip commercial uses along 63rd Street. The commercial strip zoning has allowed a number of residential structures on the south side of the street to be converted to office use and other commercial uses with the result that parking is inadequate, traffic flow is disrupted, and contiguous residential properties find that next door neighbors are businesses rather than families.

6. THE REUSE OF THE J.C. NICHOLS SCHOOL SHOULD BE GIVEN SERIOUS CONSIDERATION BY THE KANSAS CITY BOARD OF EDUCATION

The J.C. Nichols School has been closed for several years. The area surrounding the school is single-family residential and any proposal for use of the site for other than education or residential would require a zoning change. Such a change would be contrary to the residential character of the neighborhood. The school could be razed and the site used for housing development

but the cost entailed in such an enterprise would probably be prohibitive.

7. CLOSE SUPERVISION OF THE ISSUANCE OF LIQUOR LICENSES SHOULD BE MAINTAINED IN ORDER TO RESTRICT THE INORDINANT PROLIFERATION OF BARS AND RESTAURANTS

Two areas in particular are showing evidence of pressure from a proliferation of food and drink establishments. The area along Main Street from 49th Street to 51st Street has been over-developed by this type of business. The zoning is C-2, Local Retail Business. Many of the developments are serving a regional, not a local, clientele and do not provide sufficient parking for their use. Regional businesses of this nature cause excessive amounts of traffic on local streets plus disruptive late hour traffic and spill-over parking on surrounding residential streets. Strict enforcement by the City of the zoning ordinance and rigid requirements for adequate parking facilities should be maintained. New parking requirements are presently being drafted for food and drink establishments to require more realistic off-street parking facilities.

The 63rd and Brookside area also has an abundance of liquor licensed establishments. There are twelve licenses issued in the area with six of them for package stores and six of them for liquor-by-the-drink establishments, such as bars, taverns and restaurants. Strict enforcement of parking requirements must be maintained by the City in issuing licenses for these uses.

Establishments selling liquor are not a problem by themselves but it has been the experience here in Kansas City that in a comparatively small area, such as a neighborhood shopping area, if a sizeable portion of business uses become adult uses, they tend to make the area undesirable for general family uses.

8. REPLACEMENT OF STREET TREES AND REPLANTING OF NEIGHBORHOOD PARK AREAS ARE NEEDED

As in most parts of the City, Dutch Elm disease has decimated the street tree plantings. Many neighborhoods have already been replanted but large gaps still exist in some places. The City or the homes associations should fill in these gaps with appropriate plantings. Several of the small landscaped open areas that are owned and maintained by homes associations have been allowed to become overgrown and need to be refurbished and, in some instances, replanted. Much of the charm and interest in the Country Club area is the attractiveness of the open spaces that were planned when the area was developed many decades ago.

9. FUTURE USE OF THE COUNTRY CLUB RIGHT-OF-WAY MUST BE CONSIDERED

For the last decade, there has been litigation in the courts over the ownership and the rights of the City or the Area Transportation Authority to the old railroad and streetcar right-of-way. Due to the still unsettled state of these questions, this plan is limited in its ability to address present or future uses. In the past, many single purpose uses for the right-of-way have been

proposed; however, possibly a multi-model rather than single use purpose of this space could be planned if the right-of-way again comes under public control.

There are several park and ride parking areas along the right-of-way. Maintenance of these parking areas as well as the general maintenance of the green space has been minimal and a source of innumerable complaints. The overpass at 69th and Wornall is also in bad repair and contributes to a poorly designed and dangerous intersection. Efforts should be made to encourage proper mowing, maintenance and trash pick-up along the right-of-way.

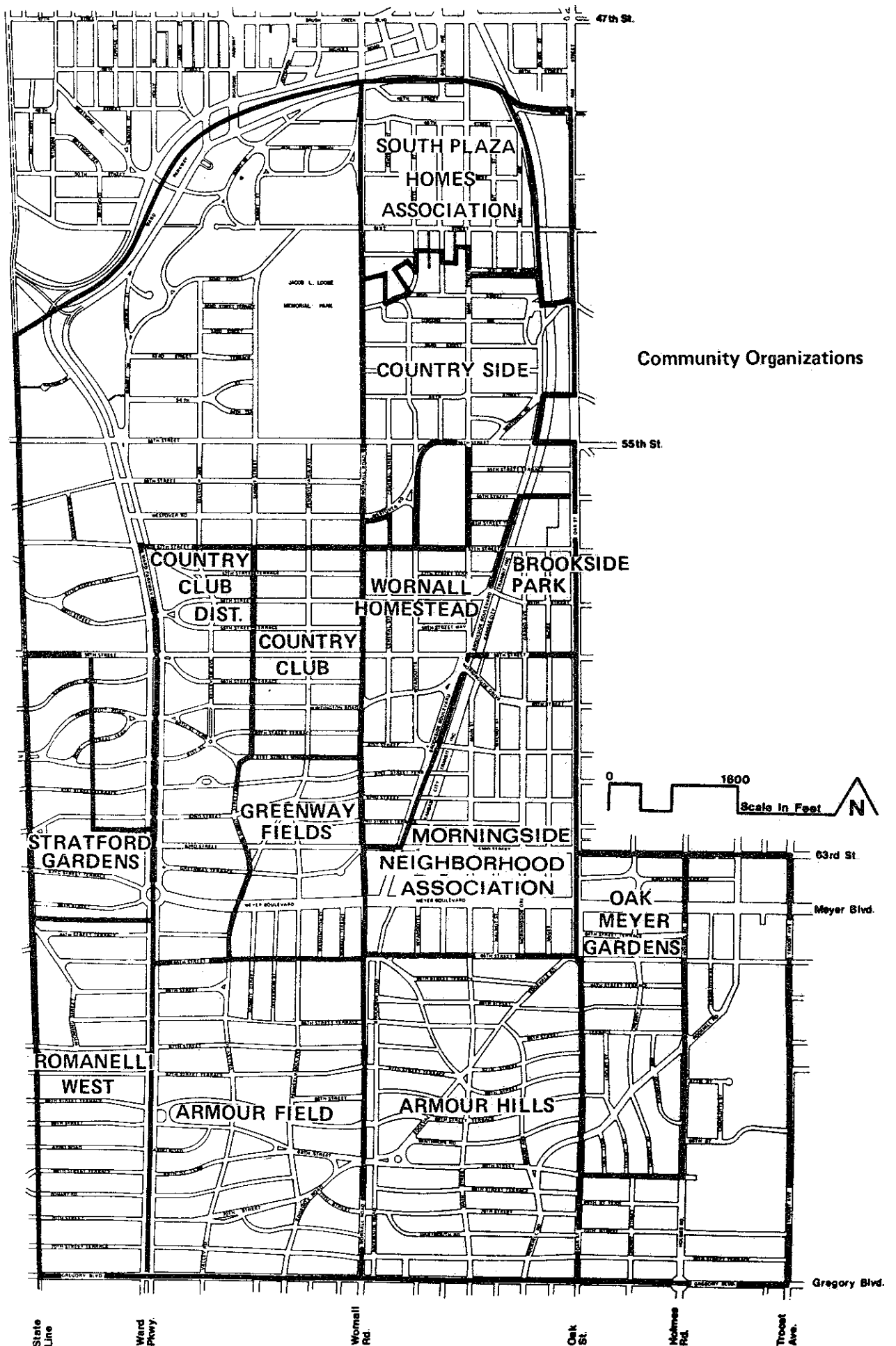
As stated earlier in this plan, the Mid-America Regional Council has designated this right-of-way as a rapid transit corridor if and when the population densities and the transit ridership warrant such a capital expenditure. Recently MARC has also suggested the possibility of a light rail system utilizing this right-of-way. Until such time as this type of development might take place, other uses have been suggested by neighborhood groups such as bike paths, jogging paths, tennis courts, playground areas with playground equipment for children and additional park and ride areas with bus shelters available. However, at present this right-of-way is not under public control.

10. THE CONTINUED ACTIVITY OF THE HOMES ASSOCIATION SHOULD
BE ENCOURAGED

One of the major reasons that the residential neighborhoods in the area have remained well-maintained and viable is the activities of homes associations. Most of these homes associations were established at the time the area was developed with each major subdivision having its own association. They have, in the past, been responsible for a variety of services depending upon the needs of the individual neighborhood. Such things as trash pick-up, street tree planting, maintenance of common areas within their boundaries, landscaping of common areas, snow removal and encouragement of the general maintenance of private property have been activities of the associations.

The continued viability of these associations and community groups is necessary to maintain the continued quality of housing and public improvements. The associations and community organizations are important when special programs or services are needed such as code enforcement programs or special assessment public improvements.

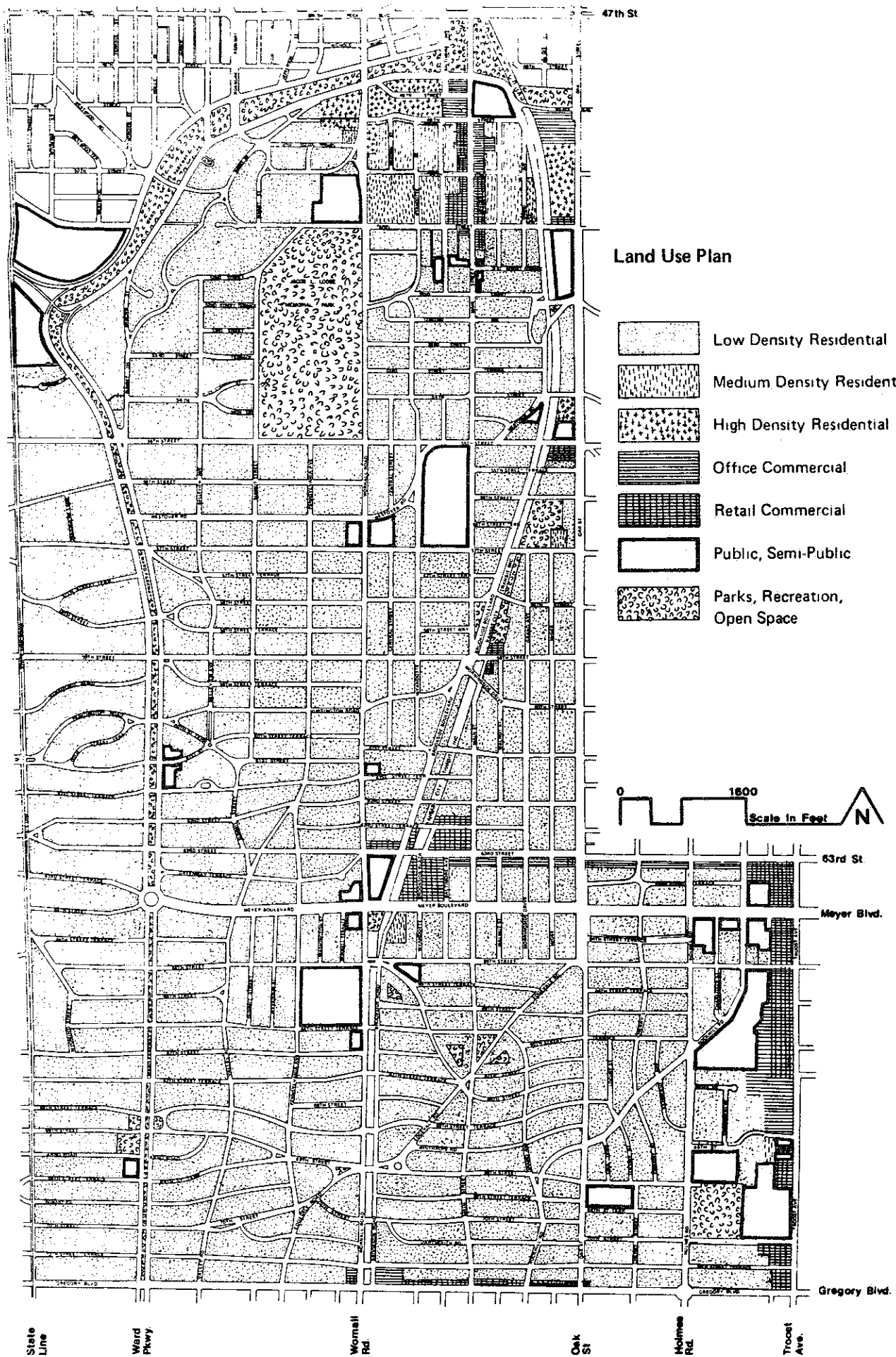
The associations should maintain contact with various local governmental departments and agencies in order to know what programs and services are available to them. Of particular importance are the City Development Department, the Community Development Division of the Community Services Department, the Transportation Department, Parks and Recreation Department and Public



Country Club District

Works Department. These departments are equipped to provide planning and development services to the various areas and can often assist them with various programs and services that they might require. For the reporting of building code violations, health and sanitary problems and public nuisance problems, a contact with the City Hall Action Center should bring results.

With the cooperative efforts of the residents and businesses in the area as well as City and other governmental agencies, the Country Club area should continue for many more decades as an attractive and appealing residential segment of the Kansas City scene.



Country Club District

